THE FAILURE OF A STATE CHURCH.

Comprising Orthodoxy, Dissent and Erratic Scots. By Albert F. Heard, formerly Consul-General for Russia at Shanghai. Crown Svo. pp. ix, 310. Harper & Brothers.

Mr. Heard informs us that he has endeavored in this volume to supply the want of an account of the religion of Russia written "without any pretence of theological erudition." It would not have occurred to us that the lack of theological erudition was a specially desirable qualification in a church historian, or that one who writes for "the general reader" ought not to know too much about his subject. But Mr. Heard's performance is better than his promise. The historical portion of his book might indeed have been improved by a closer study of ecclesiastical authorities and a more exact appreciation of doctrinal controversies; but he gives a good outline of the external history of the church, and when he comes to an account of the present condition of religion in the Russian empire his chapters are in the highest degree interesting and suggestive. Although the Russian people are not inaptly described as intensely religious, there is a very remarkable defect of religious spirit in the history of their church as it appears in Mr. Heard's summary. That organization derived from the Greek schism of which it was the offspring a disputations temper, a care for subtile trifles, a rigid form. alism, an exaggerated regard for ritual; and it soon added to the common oriental failings some unde-pirable characteristics resulting from the peculiar circumstances of the Russian people. To a great extent the people had embraced Christianity not from conviction but in obedience to the commaads of their rulers-willingly enough, because confermity seemed to be a political duty, but with a very imperfect apprehension of the spiritual meaning of the new faith, and with a lingering attachment to pagan superstitions and to pagan ways of thought. The evil consequent upon this state of the popular mind was aggravated by the false relations of the civil and ecclesiastical authorities. Bishops, metropolitans, patriarchs, were set up and put down by the head of the state as if they were only the pur-pets of the palace. They claimed a divine commission, transmitted from the apostles by an unbroken episcopal line; but they looked to the secular arm to raise them to office, and snatched the mitre from the head of a rival who stood in their way; they counted upon intrigue, corruption, falsehood, treachery and violence to control the choice of tha Holy Ghost. In the whole story of the growth of the Russian church there is a most astonishing absence of the religious element. There must have been a great deal of individual piety and unselfishness; but the church as a body has presented even from its youth the aspect of an effete religion, which keeps its forms, its dignities, and its ambition after it has lost its moral uses. Owing to the state all its power and wealth, the

church became a powerful representative of Russian nationalism, and in that way commended itself to one of the strongest feelings in the popular The vigor of its patriotism often made partial amends for the feebleness of its spiritual aspirations. But the very sentiment which made it hostile to all foreign connections made it also a domestic slave, and helped to fix its condition as a subordinate agent of political government. It had been pretty generally secularized in spirit when Peter the Great completed its degradation by abolishing the patriarchate, and committing the government of the church to a Synod which was in reality only a bureau of the imperial administration. In his promulgation of this measure the Czar declared, with curious frankness, that it seemed dangerous to the country to permit a spiritual ruler to share authority which belonged exclusively to the autocrat, and to persuade the common people that the spiritual power is that of another and a better realm ; in case of any difference between the patriarch and the Czar, it might even happen that the people would take the part of the patriarch ! Peter's principles once accepted, the present condition of the church followed naturally. The Synod has lost what little show of power it once enjoyed, and now meets only to register, without debate, the regulations and decisions prepared by the imperial lay procurator, who is generally a military officer. The debasement of the clergy under such a system is mevitable. The monks, from whom the bisbops and other dignitaries are selected, are better educated than the simple priests. but monasticism in Russia has always been a life of sloth and selfishness, and preaching which have occupied many of the orders in the Latin church. The character of the secular clergy is contemptible when it is not vile. The higher classes do not associate with them, and the peasantry quarrel with them over the price of prayers and sacraments, and hate them as a rapa-cious horde of government functionaries. Neither branch of the clergy seems to exercise any spirit-

The effect of the unfaithfulness of the Church to its sacred mission has been to premote scepticism at one end of the social scale and fanaticism at the other. The upper classes imported unbelief along with other foreign fashions from Western Europe, and with them atheism is at least as common as Christianity. The national church in their eyes is only a branch of the police, and it offers nothing to satisfy the modern spirit of inquiry or to fit the new problems of life. Atheism, however, which is the child of intellectual pride, does not readily obtain a foothold among an ignerant peasantry. The tendency of ignorance is always toward excessive credulity, and the Russian masses have a childlike yearning for the mysterious and the supernatural. Hence while they have httle respect for the clergy as moral instructors, they are prone to attribute an almost magical efficacy to rites and ceremonies, and an immense importance to the mechanism of a wor ship in which the devotional impulse seems to have little share. The church has a remarkable hold up on them, and yet the most sanguine would hardly reckon it as an influence in the government of life.

8 But there are millions of the common people for whose emotional demands a fossilized ceremonial religion, even with superstitious additions, makes no provision; and thus it happens that in spite of the conservatism of the lower classes dissenting sects of the most extravagant character prevail it Russia to an enormous extent. The conservative instinct in fact almost always has a considerable influence upon their crigin. The sectaries profess to be the "Old Believers," squaring their creed and conduct by the ancient standards, and they include the most reactionary and obstinately unprogressive of the people; but as the widest license of individual opinion is applied to the determination of what the primitive belief was, this conservatism does not in the least interfere with the development of monstrons novelties. The principal forms of dissent are known collectively as the Raskel, or the Schism, and they embrace a great variety of heresies, some of which have been maintained with more or less secreey for two centuries. The number of the Raskolniks is not known, as many of them preserve an outward fidelity to the orthodox religion, and practice their real belief in private Some authorities estimate them at tifteen millions, and Mr. Heard thinks that ten or eleven millions at any rate would not be too high a figure. Opposition to the national church and to all social reforms and foreign innovations has led them into a systematic opposition to the Government. They are inclined to socialism and communism, and are probably the source or at least the main support of many revolutionary movements. They are loosely grouped in two great classes—the Popovtsi, or "pricat-possessing," who have a hierarchy of their own, largely recruited from the refuse of orthodoxy, and the Bezpopovtsi, or those without priests, who renounce sacerdotalism and all the recognized forms of Christian worship. The varie ties of error and flagrant immorality included in this latter group are numberless, and by the usual process of subdivision they are constantly increas ing. They reject marriage and domestic obligations; and while some regard the conjugal relation as a sin and others look upon it as a respectable tem. porary arrangement, there are between these two extremes a multitude of inflamed fanatics who make of sensuality a religious emotion. They hold that by the apostacy of the national church all the

ing for angels to oring them invisible chalices. The Child-killers slew new-torn infants to save them from sin. The Stranglers dispatched their ailing friends and relatives, because "the Kingdom of Heaven suffereth violence." The Burners preached redemption by suicide, and whole families threw themselves into the flames of their burning houses.

Besides the Raskolnike proper, there are numbers of what Mr. Heard calls erratic sects, in which all the vagaries of imposture and credulity seem to be pushed to their last conclusions. It is a melancholy chapter in which our author recounts their creeds and practices, at once grotesque and horrible. They satisfy the craving for religious excitement with frantic exercises, ending in indescribable license. They play upon superstitious ignorance with frequent appearances of Christs and prophets and sibyls, to some of whom they pay divine honors. There is no law of morality to which they do not set tnemselves in opposition, and no bulwark of the State to which they are not a danger. Shronding themselves in secrecy and professing as much orthodoxy as the police require of them, they honeycombed the national church before their operations were more than suspected; and it is only within our own day that the Government has become aware of their alarming numbers. No measures either of severity or mildness have had the least effect in checking them. They are said to be still increasing, and still exhibiting that tendency toward erotic abuses so common in fantastic

Mr. Heard is apparently not sanguine of any speedy improvement, but he hopes much from the gradual spread of education and knowledge. Thus far, however, education is not reforming Russian religion but destroying it. The educated Russians if not atheists are at least indifferent to any creed, and the more they are instructed the better they understand the hopeless failure of the national church to satisfy the cravings of the soul or to guide the innate aspirations of humanity. A radical renovation of that lifeless and oppressive organization is the first requisite for converting the distorted religiousness of the Russian people into genuine religion.

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An officer of the British Army having succeeded to a large furnished house with good stabiling, in the heat part of Londres Square, London, G. B., (a few doors from the United States Embasy.) and heling musble at present to live in it, wishes to find a SUITABLE TEXANT for one or two years, from Michaelinas Day, 30th of September. The house has wishes to find a SUITABLE TENANT for one or two years from Michaelmas Day, 30th of Soptember. The house has been occupied by a widow lady, and everything is in first rate order. Sanitation perfect and up to the latest lights. Good pictures and library. Five reception rooms, ten bedrooms (it beds), excellent servant's hall, housekeeper's room and assual offices, four-stall stable, large coach house, harness room and coachman's apartments, with gas and water everywhere. News immediatly behind the house, RENT 800 guineas per andum. Principals only dealt with and first-rate references required. Address Lieutenant-colonel JELF, Royal Engineers, Aldershot Camp, England.

Ice Cream,

A FACT.-Horton's Ice Cream is made from A pure cream. Horton's Patent Super-Frozen Bricks of Ice Cream for Restaurants, Churches, Fastivals, &c., will keep hard one hour. Country orders prompity filled. Depota-305 4thaves, 598 6thaves, 110 Park row., 110 Park 125th-4t. New-York, and 453 Fulton-st. Brooklym.

Alneical Instruments

FISCHER PIANOS, renowned for tone and standing in tune. Manufactories and warerooms, 415
425 West 28th-st. and 867 Broadway, 18th-st. (Ditson's milding). Planes exchanged, rented or instalments.

Ocean Steamers.

NEW-YORK TO LIVERPOOL via QUEENSTOWN from Pler 40, North River. FAST EXPRESS MAIL SERVICE. Pier 40, North MAY SERVICE.

AURANIA Saturiay, July 30, 1:30 p. m.

UMBRIA Saturiay, Aug 6, 7a. m.

SERVIA Saturiay, Aug 13, noon.

SETRURIA Saturiay, August 20, 6a. m.

Cabin passage, \$60, \$50 and \$100, intermediate, \$55.

Steerage tokets to and from all parts of Europe at vary low.

Steerage tokets to and from all parts of Europe at vary low. Cabin passage, soo, and from all parts of Europe at very low rates. For freight and passage apply to the company, office 4 Bowling Green, New York.

VERNON H. BROWN & CO., General Agents. COMPAGNIE GENERALE TRANSATLANTIQUE, FRENCH LINE TO HAVRE.
Company's Pier (new) No. 42 North River, tooth Morton at.
LA CHAMPAGNE, Traub. Saturday, July 30, 2 p. m.
LA GASCOGNE, Santilli Saturday, July 30, 2 p. m.
LA NORMANDIE LE KERShiec. Saturday, Aug. 6, 7 a. m.
LOUIS DE BEBIAN, Ageat, No. 3 Bowling Green.

JAPAN-CHINA.

Hairosa Building, San Francisco.
LELAND STANFORD, President
T. H. GOODMAN, General Passenger Agent.

NORDDEUTSCHER LLOYD SS. CO.
SHORT ROUTE TO LONDON.
NEW-YORK, BOUTHAMPTON AND BREMEN.

NEW-YORK, SOUTHAMPTON AND BREMEN,
Stemmer set I tom best toot front, I oboken.
FAST EXPIRES STEAMERS.
ALLER Wed, Juny 27, 11 am EMB. SAL Aug. 13, noon
ELBE Wed. Aug. 3, 5 a.m. EIDER, ved, Aug. 13, noon
ELBE Wed. Aug. 3, 5 a.m. EIDER, ved, Aug. 14, 30 a.m.
First Cabin \$109 and upward a berta, according to
location. Second cloud, \$50, occas. Stoara at lowestrates
OELRICHS & CO., No. 2 Bowling Green. PACIFIC MAIL STEAMSHIP COMPANYS
LINES FOR CALIFORNIA, JAPAN, CHINA, CENTRALAND SOUTH AMERICA AND MEXICO.
170m New-York, pier foot of Canal-st., N. R.
For San Francisco via the listhmus of Panama,
CITY OF PARA sails Monday, Aug. 1, noon,
GREAT REDUCTION IN RATES

SAN FRANCISCO.
From San Francisco, 1st and Brannon sta.,
for China and Japan.
CITY OF RIO DE JANELIKO sails Sat., August 13, 2 p. m.
For freight, passage and genera information apply at company's office on the pier, foot of Canal-st. N. R.
H. J. BULLAY, Superintendent

THE U. S. AND BRAZIL MAIL SS. CO. THE U. American passenger line.

For St. Thomas, Barbados, Para, Maranham, Pernambuco, Bahna and Rio de Janeiro, connecting for Santos, Montevideo, Buenos Aires, Rosario and ports in Southern Resaid.

Steamship A DVANCE, Wednesday, July 27, at a. m. Prom Newport News, Va., Saturday, July 20, at 7 p. m.

PAUL F. G.-RHARD & CO., Gen. Ag'ts, S4 Broad-at, N. Y.

RED STAR LINE.
FOR ANTWERP AND PARIS.
FOR ANTWERP AND PARIS.
FAILING 11cm N. W. Ork and Antwerp weekly
PENNLAND. Weinesday, July 27, 11:00 a.m.
WALESLAND. Wednesday, Aug. 3, 5 p.m.
Spring and Summer Rates. First cabin, \$60 to \$100.
Excursion, \$110 to \$150. Second cabin, \$43. Excursion, \$40 and \$55. Siecrageat very low rates.
PETER WRIGHT & SONS, God'l Ag'ts, 55 Broadway.

WHITE STAR LINE.
FOR QUEENSTOWN AND LIVERPOOL
ROYAL AND UNITED STATES MAIL STEAMERS.
ROYAL AND UNITED STATES MAIL STEAMERS.

ROYAL AND UNITED STATES MAIL STEAMERS.
GERMANIC, Capt. Gleadell..... Wednesday, Aug. 3, 4 km
*ADRIATIC, Capt. Parsell...... Wednesday, Aug. 5, 4 km
*ARABIC, Capt. Burton...... Saturday, Aug. 6, 7350 a. m.
BRITANNIC, Capt. Perry. Wednesday, Aug. 10, 10 a. m.
From White Star Dock, footof West lothat.

RATES-Saloon, \$60, \$80 and \$100. Return tickets on favorable terms. Steerare from or to the Old Country, \$20.
*Second cablin passengers carried on these steamers, rato \$35; excursion, \$65. For inspection of plans or other information apply at the company's office, No. 41 Broadway, New-York.

SPECIAL NOTICE.

The White Star Line Steamship Arabic, sailing Saturday,

The White Star Line Steamship Arable, sailing Saturday, August 6, to Liverpool, direct, will carry second cabin and atterage passengers only. The whole of the saloon accommodations will be given up to the second cabin passengers, rate, \$35. Apply at the company's offices, 41 Braddway.

J. BRUCE ISMAY, Agent.

GUION LINE.

UNITED STATES MAIL STEAMERS
FOR QUEENSTOWN AND LIVERPOOL
Leave Pier 38, N. B., foot of King-st.
WYOMING
ARIZONA.
Tuesday, August 2, 3-30 p. m.
WISCONSIN.
Tuesday, August 9, 8-30 p. m.
NEVADA.
Tuesday, August 19, 2-30 p. m.
NEVADA.
Tuesday, August 23, 8 a. m.
Cabin passage \$50 and upward, according to location. Intermediate (second-class), \$50. Steerage, \$50.
A. M. UNDERHILL & CO., 39 Broadway, N. Y. A. M. UNDERRILL & CO., 29 Broadway, N. Y.

INMAN LINE. U. S. and Royal Mail Steamers
FOR QUEENSTOWN AND LIVERPOOL
OHIO. Saturday, July 30, 29, m.
CITY OF MONTREAL. Saturday, Aug. 6, 7 a. m.
CITY OF CHICAGO. Saturday, Aug. 13, 12:30 a. m.
CITY OF CHESTER. Saturday, Aug. 13, 6 a. m.
From Inman Pier, foot of Grand-st, Jersey City.
CABIN PASSAGE, 550 and upward. INTERMEDIATE,
\$30, STEERAGE, \$20,
PETER WRIGHT & SONS, General Agts.,
No. 1 Broadway, N. Y.

Bleamboats and Railroads.

Steamboats and Railroads

A fine BAND attached to each boat

A fine BAND attached to each boat.

CONNECTIONS:

WEST POINT and NEW BURG, with down day boat.

RHINEBECK (by ferry), with special train on (Uister & Del. R. R.) for the reserts of the Catakill Mountains.

CAT-KILL, with special train on the Catakill Mountains.

RHUDSON, with Boston & Albauy R. R. for Chatham, Pitts-field, &c.

ALBANY, with N. Y. CENTRAL & H. R. R. R. for Uitca, Buffalo, NIAGARA FALLS, & the West, with Boston & Albauy R. R. for Boston & O. & H. C. Co.'s.

Railroad for Mourreal and the North and SPECIAL TRAINS.

TO AND FROM SARATOGA. The New-York Transfer Co. will call for and check baggage from hotels and residences.

FOR HUDSON AND COXSACKIE. Steamer Fraterskill leaves on Theedays and Thursdays at 6 p. m.; on Saturdays at 1 p. m. Steamer Walter Brettat 6 p. m. from pier foot of Jar-at. N. R. Steamer McManus Mondays, Wednesdays and Fridays from pier foot of Franklin-st, at 6 p. m. Boats connect with Boston and Albany R. R. CHICAGO, CINCINNATI, ST. LOUIS AND

PENNSYLVANIA RAILROAD. On and after JUNE 27, 1887. GREAT TRUNK LINE

AND UNITED STATES MAIL ROUTE.

On and after JUNE 27, 1887.

GREAT TRUNK LINE

AND UNITED STATES MAIL ROUTE.

Trains leave New-York, via Desbrosses and Cortlandt Streets

Ferriea, as follows:

Harrisburg, Pittsburg and the West, with Pullman Palace
Corticology, as m., 7 and 8 p. m., daily. New-York and
Corticology, and the West, with Pullman Palace
Corticology, and the Corty of Titusville, Potrologian
Centre, and the Oil Regions.

For Lebanon, 9:00 a. m., 3:20 p. m., and 12:15 night
Baltimore, Washington and the South, "Limited Washington Express" of Pullman Parior Cars and Pennsylvania
Hailroad Dining Car daily, except Sunday, 10 a. m., arrive
Washington 4:00 p. m. and daily, 3:40 p. m.; arrive Washington 8:55 p. m.; regular at 8:20, 8:00 and 8:30 a. m., 1:00,
2:00, 4:20 and 9p. rn., and 12:15 night. Sunday, 6:15 and
9:00 a. m., 4:20 and 9 p. rn., and 12:15 night.

For Atlantic City, except Sunday, 1 and 2 p. m.

For Cape May, reek days, 1 p. m.

Long Branch. Bay Head Jupotion and intermediate 8tations, via Rahway and Amboy, 7:10, 9:10 a. m., 12 noon,
2:30, 3:10, (3:40 imited), 4:10, 5:and 6:50 p. m. On Sunday
7:15, 9:15 a. m. and 5 p. m. (do not stop at Asbury Park).

For Old Point and Norfolk via New-York, Philadelphia
and Norfolk Railroad, 8:00 p. m. every day; via Baltimore
and Bay Line, 4:30 p. m. week-days.

Boats of "Brooklyn Annes" connect with all through trains
at Jerasy City, affording a speedy and direct transfer for
Brooklyn travel.

Trains agarise From Pittsburg, 7:10, 7:30, 11:30 a. m., 7:00
and 9:35 n. m. daity. From Washington and Baltimore,
6:20, 6:50, a. m., 1:20, 2:20, 3:30, 4:50, 6:50, 9:20 and 10:35
p.m. From Philadelphia, 3:50, 6:20, 6:50, 7:10, 7:33, 9:20,
p. 30, 10:40, 11:30, 11:50 a. m., 1:20, 2:00, 3:20, 3:30, 4:50,
p. m., 5:00, 5:50, 7:00, 8:50, 9:20, 9:35, 10:35 p. m., and
11:10 a. m., 4:40 p. m. Sundaya, Express 6:15, 9 (B. Limited),
and 10:40 a. m., 4:40 p. m. Sunday Court.st. and brooks.

Brooklyn: Station, Jersey City: Emigrant the Server.

The New-York Transfer Company will call for and check baggage from hotels and residences.

CHARLES E. PUGH.

General Manager.

General Pass'r Agent.

FALL RIVER LINE. FOR BOSTON, NEWPORT, FALL RIVER, AND EAST AND NORTH A DOUBLE DAILY SERVICE is now being operated on this route. Four steamers in commission. Pilerim. Bristo I Providence and Old Colony. A FINE BAND AND ORCHESTRA ATTACHED TO EACH STEAMER. Leaven, New York from Pier 28 (old No.) N. R., foot of Mutray-st. as follows:

5:30 p. m., for Fall River direct, connecting for Boston, Fitchburg, New Bedford, Mattha's Vineyard, Nantucket and local points on Old Colony Railrost.

6:15 p. m. for Newport, due about 5:45 a. m. and Fall River about 7 a. m., connecting with express trains and through cars for Boston, Cape Cod, Lowell, and North, White Mountains, &c.

CATSKILL, EVENING LINE.

BTEAMERS KAATERSKILL AND CATSKILL
Leare Pier 33, N. R., tool of Javast.
EVERY WEEK DAY AT 6 P. M.,
Except that on Saturiays Kgaterskill leaves at 1 P. M., and
CATSKILL MOUNTAIN AND CAIRO R. R. CONNECTS,
Listof houses, rates, &c. at pier, or mailed free by
W. J. HUGHES, Treasurer, Catskill, N. Y.

CATSKILL MOUNTAINS.—Special trains CENTRAL RAILROAD OF NEW-JERSEY. FOOT OF LIBERTY STREET, NORTH RIVER.

Time Table of June 27, 1887.

For PHILA DELPHIA and TRENTON, "Bound Brook Route," at 4.00, 7.30, 9.00 11.00 a.m., 1.30, 3.00, 4.00, 5.30, 7.30, 12.00 p.m. SUNDAYS at 4.00, 8.45 a.m.; 5.30, 12.00

7.30. 12:00 p. m. SUNDAYS at 4:00, 8:45 a.m.; 5:30, 12:00 p. p. Tains leaving at 4:00, 7:30, 11:00 a.m., 1:30, 4:00, 5:30, 7:30, 12:00 p. m. have connection for Reading, Harrisburg, Pottsville, etc., 4:00 a.m. for Lake Hopatcong, Easton, Bethlehem, Allentown, Reading, Harrisburg, etc. On Sundays for Lake Hopatcong, Easton, Easton, Bethlehem, Allentown, Mauch Chunk, 8:30 a.m. for Easton, Bethlehem, Allentown, Mauch Chunk, Wilkesbarre, Scrantou, Reading, Harrisburg, Pottsville, Tamagua, Shamokin, Sundury, Lewisburg, Wilkesbarre, Scrantou, Tamasun, Bahrisburg, Villamsport, 1:00 and 1:30 p. m. for Easton, Bethlehem, Allentown, Mauch Chunk, Reading, Harrisburg, etc. 3:45 p. m. for Easton, Bethlehem, Allentown, Wilkesbarre, Scranton, Tamagua, Shamokin, Mauch Chunk, Wilkesbarre, Scranton, Tamagua, Shamokin, 4:30 p. m. for Lake Hopatcong, Easten, Bethlehem, Allentown, etc. 5:45 p. m. for Easton, Bethlehem, Allentown, Mauch Chunk, Wilkesbarre, Reading, Harrisburg, etc. On Sundays at 5:30, p. 4:00, 8:15, 9:30, 11:15 a. m., 1:30, 2:30, 3:30, 4:00, 4:30, 5:30, 4:400, 8:15, 9:30, 11:15 a. m., 1:30, 2:30, 3:30, 4:00, 4:30, 5:30, 'leasant. 4 00, 8:15 a. m., 1:30, 4:30 p. m., for Lakewood, Toms Biver and Barnegat. 4 00 a. m., 1:30 p. m., for Beach Haven, Atlantic City, Vine-land, Bridgeton.

4:00, 8:15, 11:15, a. m., 1:30, 4:30, 5:30, 6:15 p. m., for Free-Insid.
4:00, 6:00, 8:15, 9:30, 10:30, 11:15 a. m., 1:30, 2:30, 4:00, 4:30, 5:00, 5:30, 6:15 p. m. Sundays 9:00 a. m., 4:00 p. m. for Perth Ambov.

NEW-JERSEY SOUTHERN DIV.

FOR LONG BRANCH, O'CEAN GROVE, &c.
FOR LONG BRANCH, O'CEAN GROVE, &c.
FOR LONG BRANCH, O'CEAN GROVE, &c.
At 4:30, 8:00, 9:00, 11:00 a. m., 1:03, 4:5, 4:30, 5:30 p. m. Sundays 9:30, 11:00 a. m., 6:30 p. m. for Highlands, Seabright, long Branch, &c.
At 4:30, 9:00 a. m., 1:00 Saturdays only) 3:45, 4:30, 5:30 for Atlantic Highlands.
At 8:00, 9:00, 11:00 a. m., 1:90, 3:45, 4:30, 5:30 p. m. for Elberon, Asbury Park, Ocean Grove, Ocean Beach, Spring Lake, Pt. Pleasant, &c.
At 4:30, 8:00 a. m., 1:00, 3:45 p. m. for Lakewood, Toms River and Barnessat.

At 4:30 a. m., 1 p. m. for Vineland, Bridgeton, Beach Haven and Atlantic City.

DELAWARE, LACKAWANNA and WEST-ERN RAILROAD. SHORTEST LINE BETWEEN NEWYORK and BUFFALO. LIGHTNING EXPRESS TRAINS. NO DUST. ALWAYS ON TIME. PULLMAN PALACE DAY AND SLEEPING COACHES. Depots in Now-York, foot of Barclay and Christopher sta, 9 a.m. Daily except Sundays, Buffalo and Oswego Express for Water Gap, Strondsburg, Scrauton, Binghamton, Elmira, Bath. Buffalo, Syracuse, Oswego, Greene, Oxford, Norwich, Utica, connect at Scrauton for Pitiston, Wilkesbarre, Dan-ville and Northumberland, at Owego for Ithaca and interme-diate stations. ville and Northumberland, at Owego for Ithaca and intermediate station and Elmira Express for Water Gap, Berarton, Bunchamton and Elmira Express for Water Gap, Berarton, Bunchamton, Owego and Elmira, connects at Scranton for Pittston, Kingston, Wilkesbarre, &c.
4-10 p. m. Scranton, Wilkesbarre, &c.
4-10 p. m. Scranton, Wilkesbarre, &c.
7 p. m. Daily Buffalo Limited Express for Strondsburg, Scranton, Binghamton, Owego, Elmira, Corning, Bath, Wayland, Buffalo, &c., arriving in Buffalo 7-10 a. m.; sleeping coach to Olean.
9 p. m. Daily Buffalo, Utica and Oswego Express for Strondsburg, Scranton, Binghamton, Cortland, Svracusa, Oswego, Greene, Oxford, Norwich, Utica, &c., connects at Owego for Ithaca and intermediate stations except Saurdays. Connects at Buffalo with trains for all points West.

1 tionfield Springs, 9 a. m. daily except Sundays; 9 p. m. daily. Pullman sleeper attack.

Steamboats and Bailroade.

A LBANY BOATS—PEOPLE'S LINE.—Pe assessment DREW and DEAN RICHMON leavestery work day as at 5 p. in. It's a Pier at M. E. foot Canalist.
Freight received until the hour of departure.
Leave Brooklyn, via Aunex, Fulton-st, at 5 p. m. Leave Brooklyn, via Annex, Fullon-st., at 5 p. m.

A—RONDOUT, KINGSTON AND CATS.

A KILL MOUNTAINS LANDING at Cramston's (West Point), Cornwall, Newburg, Mariborouga, Miles Poughkeepsie and Easpus, connecting with Uister and Dalaware, Shony Clove and Catakill Mountain Railrossis, Steamers Cily of Kingston and James W. Baidwin leave every week day at 4 p. m., pler foot of Harrison-st, excess Saturday, when City of Kingston leaves at 1 p. m., landing only at Newburgh and Poughkeepsle, connecting with even ing train for all Sammer Resolves through the mountains. Will leave Rondout Sunday nights 11 o'clock on arrivaice special fast train from the mountains, arriving st New York Monday 6 a. m.

A - MARY POWELL. - For Cranston, West
A - Point, Cornwall, Newburg, New-Hamburg, Milos,
Poughkeepsie, Hyde Park, Rondont, and Kingston, Daily
(Saudays excepted), leaves Vestry-st. 3:15, West 224-st. 3:26

SATURDAYS LEAVES ONE HOUR EARLIER BOSTON, WATCH HILL, NARRAGAN. VIA STONINGTON LINE.

From New Pier 36, North River, one block above Canalet, at 5 p. m., daily, except Sunday. Through car from camer anding to Narragausett Pier without extra charge. NEW-YORK, ONTARIO & WESTERN RY, Trains leave from ferries at West 42d and Japat as Trains leave from ferries at West 42d and Jay-st as follows:

West 42d, 8a. m.; Jay-st., 7.40 a. m., for Middletown Palisburg, Monticello, Liberty, Walton, Delhi, Norwich, Ulea, Rome, Oneida, Fulton, Oswego, Buffalo, Detroit, Chicarce, West 42d, 9:10 a. m.; Jay-st., 3:50 a. m., for Lake Mohong, Lake Minnewaska, Middletown, Ellenville, Pallsburg, Mosticello, Liberty, White Lake.

West 42d, 4:10 p. m.; Jay-st., 3:55 p. m., for Lake Mohong, Lake Minnewaska, Middletown, Ellenville, Pallsburg, Mosticello, Liberty, White Lake.

West 42d, 5:35 p. m.; Jay-st. 5:15 p. m., daily for Middletown, Fallsburg, Liberty, Walton, Norwich, Oneida, Oswego Suspension Bridge, Detroit, Chicago, St. Louis.

Saturday half-holiday train, West 42d, 1:15 p. m.; Jay-st. 1 p. m., for Middletown, Ellenville, Fallsburg, Monticelle, Liberty, White Lake.

Pullman drawing-room and sleeping cars on all trains, Central and berths reserved at 397 Broadway, 7 ms table, tickets, &c., at 207, 307, 944, 1,323 Broadway, 7 ms table, tickets, &c., at 207, 307, 944, 1,323 Broadway, 7 ms table, 134 East 125th-st., 22d West 125th-st., N. Y.

J. C. ANDERSON, G. P. A.

LARLEM RIVER BRANCH

18 Exchange Place, N. Y.

ARLEM RIVER BRANCH
NEW-YORK, NEW-HAVEN AND HARTFORD R.R.
Trains leave Harlem River Station, corner 13:24-84, and Lincoln-ave., near Third Avenue Bridge across Harlem River (reached by Second Avenue and Suburbas Elevated railroads), daily, except Sundaya, at 6:45, 7:55, 9:10, 10 a.m., 12 m., 2:10, 3:55, 4:40, 5:40, 8:40, 8, 10:30 p. m. for Port Mor. I's, Cassanova Coak Point), Hunt's Point, West Farms, Van Nust, West Chester, Bay Chester (Psiham Bay), Barbow (City Island), Pelham Manor and New-Rochelle, connecting at New-Rochelle with trains for all noints on the mail line at the New-York, New-Haven and Hartford Railroad, Shore Line and Air Line Divisions, New-Cansan, Mindictown, New-Britiain and Suifield branches, and Boston and All points Britain and Sumeur Brancase,
East,
Midnight train for New-Rochelle and all intermediate stations at 12:10 a. m. daily, except Mondays.
Sunday trains for New-Rochelle and intermediate stations
at 9 a. m., 12:01 and 9:30 p. m. the latter train connecting at
New-Rochelle with way train to Stamford.

FOR WHITE MOUNTAINS and BAR HAR

PROVIDENCE LINE Steamers RHODE ISLAND and MASSACHUSETTS leave Pier 29, North River, daily, except Sunday, at 5 .m., Send to P. O. Box 3,011 for Summer excursion book. TO NEW-HAVEN, 75c.

EXCURSION (good 6 days), \$1 25.

Steamers C. H. NORTHAM and CONTINENTAL leave Peck slip, Pler 25 E. R., 3 p. m. and 11 p. m. (Sundays II) p. m.), connecting at New-Haven with special trains for MERIDEN, HASTFORD, SPRINGFIELD, HOLYOKE, dc. Through tickets sold and baggage enceked at 944 Broadway, New-York, and 4 Court-st., Brooklyn. SARATOGA SPECIAL EXPRESS trains con-

NORWICH LINE DIRECT ROUTE

To New-London, Norwich, Watch Hill and Block Talk L RATES REDUCED. Steamers "City of Worcester," "City of Boston," and "City of Lawrence," leave Pier 40, North River, foot of Watte-st.,

(next pier above Desbrosses.st. ferry), daily, Sundays excepted, at 5 p. m. Tickets and staterooms secured at 207, 261, 397, 457 and 957 Broadway, 10 and 12 Greenwich-st., 153 Bowery, Astor House, Windsor and Cosmopolitan hotels, 838 Fulton-st., Brooklyn: at Pier 40, North Biver and on steamers. NEW-YORK AND LONG BRANCH RAIL-

ROBANCH RAID LONG BRANCH RAIL—
For Red Bank, Long Branch, Ocean Grove, Abury Park,
Ocean Beach, Spring Lake, Point Pleasunt, &c.
Trains leave New York foot Cortlandt and Desbrosses sta,
7:10, 9:10 a. m.; 12:00 noon; 2:30, 3:10, 3:40 (limited erpress, except Red Bank, 4:10, 5, 6:50 p.m., Sundays, 7:15,
9:15 a. m.; 5 p.m.
From root of Liberty st., 4, 8:15, 40:30, *11:15 a. m., 1:30,
*2:30, 3:30 (fast express), 4, 4:30, *5:30, 6:15 p.m. Sundays,
Os., m. and 4 p.m. Sunday trains do not stop at Ocean Grove
or Asbury Park.
Denotes express trains.

NORTHERN RAILROAD OF NEW-JERSEY

—Trains leave from Chambers-st. Station for Englewood Tenady. Closter, Sparkill and Nyack 5:30, 7:10, 8:20 9:30 and 11:30 a. m., 1:15, 8:30, 4:45, 6:20, 8:46, 6:30, 8 10:30 p. m., 12 midnight. Sundays, 7:10, 9:30 a. m., 4 and 8 p. m. For Nanuel, Spring Valley, Monsey and Tallmana, 5:30, 7:10, 9:30 a. m., 4:50, 6:30 p. m., (1:30 p. m. Saturdays only). Sundays, 9:30 a. m., 8 p. m. ERIE RAILWAY.—Through trains leave L 23d-st, 5 minutes earlier than time shown from Cham-bers-st.; local trains leave 23d-st. from 5 to 20 minutes earlier, 9 a. m. Daily. — Day Express., Emfet Drawing-room Coacnes to Binghamton, Elmira, Hornellaville, Rochaster, Coacnes to Binghamton Elmira, Hornellaville, Rochaster, Buñaio, Niagara Falis, Pullman Sleeping Caches from Hornellaville to Cincinnati, p. m.—Dairy "Chicago and St. Louis Limited," a solid Pullman train of Day and Buffet Sleeping Cooches, to Meadville, Cleveland, Cincinnati, Chicago and St. Louis, Pullman Sleeping Coaches to Rochester, Buffalo, Niagara Falis, Hamilton and Toronto, No extra charge for fast time, s. m.—Dairy, Chicago Express, Pullman Day and Sleeping Coaches to Binghamton, Elmira, Buffalo, Niagara Falis and Chicago.

Bron. and Toronto. No extra charge for fast time.

8 p. m. — Daily. Chicago Express. Pullman Day and Sleeping Coaches to Binghamton, Elmira. Buffalo, Niagara Falls and Chicago.

Rutherford and Passaic, week days. 445, 545, 7420, 750, 930, 10-20a. m., 12-90 noon. 145, 239, 3,00, 359, 449, 510, 539, 5-60, 610, 639, 715, 748, 830, 10-30 p. m. 12-90 midnight, Sundays, 543, 845, 10-20 a. m., 12-90 midnight.

Sundays, 543, 845, 10-20 a. m., 12-90 midnight.

Paterson, week days, 443, 543, 720, 750, 9-30, 10-20 a. m., 12-90 noon, 145, 239, 300, 350, 440, 500, 510, 520, 550, 610, 630, 715, 745, 8-30, 10-30 p. m., 12-90 midnight.

Sundays, 543, 845, 10-20, 12 noon, 125, 445, 630, 745, 815, 10-20, 12 noon, 125, 445, 630, 745, 811, 10-20, 12 noon, 125, 445, 630, 745, 815, 10-20, 12 noon, 125, 445, 630, 745, 830, 10-30, 620, 745, 636, 820, 830, 10-30, 1300, a. m., 1200 midnight.

Sundays, 815 a. m., 1200 midnight. Sundays, 815 a. m., 125, 415, 630, 820, 10-30, 620, 745, 756, 830, 10-20 a. m., 125, 830, 10-30 p. m. and 12 midnight. Sundays, 543, 845, 10-20 a. m., 125, 445, 645, 646, 830, 830, 10-30 p. m. and 12 midnight. Sundays, 543, 845, 10-20 a. m., 230, 430 a. m., 800 a. m

BHIGH VALLEY RAILROAD.

RHIGH VALLEY RAILROAD.

PASSENGER TRAINS leave foot of Cortlands and Decoroses eta as follows:

Ta m. for Catasanqua and intermediate points.
Ba m. for Geneva, Lyons, Elmira, Rochester, Burhio and the West and principal local points, Chair car to Wilkesbarro I. p. m. for Tunkhannock and Intermediate points. Chair car to Unikhannock. Connection to Reading and Harrisburg.

3:40 p. m. for Pittalon and principal intermediate points. Connection to Reading and Harrisburg. Chair car to Copiay.

6:40 p. m. for Lurucy, and intermediate points. Connection to Reading and Harrisburg. Chair car to Copiay.

6:40 p. m. for Lurucy, and intermediate points. Connection of Reading and Harrisburg. Chair car to Copiay.

7:50 p. m. for Lurucy and intermediate points.

Trains leaving at 8 a. m. 1 p. m. and 3:40 p. m. connect for all points in Mahanoy and Harlston coal regions.

8:100 p. m. for Lurucy and intermediate points.

Trains leaving at 8 a. m. 1 p. m. and 3:40 p. m. connect for all points in Mahanoy and Harlston coal regions.

8:100 p. m. for Curucy and Harlston coal regions.

8:100 p. m. for Curucy Lyons, Elmira, Rochester, Burialo and the West.

Pulman also are to Lyons.

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Strondsburg, serandon, discounded, Uthra, &R. connects at lowest for thems and intermediate stations except Statudays, 9 p. m. discounded the state of the state